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**CENTRAL INTELLIGENCE AGENCY**

WASHINGTON 25, D. C.

ON FILE, NRO REVIEW COMPLETED

Copy **11**

8 JUL 1966

MEMORANDUM FOR: Director, National Reconnaissance Office

SUBJECT: Utilization of U-2 Assets and Future U-2 Programs.

1. This memorandum is for information only. It is in response to the questions posed in the "Outline for Memorandum", subject as above, presented at the meeting held in Brigadier General Stewart's office on 5 July 1966.

2. It is assumed that this material is to be used as background information for a future Executive Committee meeting to study the feasibility of a U-2R purchase.

3. If the material in this memorandum is to be incorporated in any other correspondence, request this office be included in the coordination routing.

*151*  
[Redacted]  
Director of Reconnaissance, CIA

Attachments:

- A - Present Program
- B - Present Inventory
- C - SAC Mod Program
- D - Present Agreement of Force Levels
- E - Present Operational Utilization
- F - Combining of Assets
- G - Present Status of U-2s assigned to AFSC
- H - U-2R Program
- I - Status of North Base - Edwards
- J - Recommended Approach to U-2 Program

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GROUP 1  
Excluded from automatic  
downgrading and declassification


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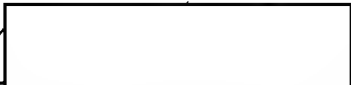
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SIGNATURE RECOMMENDED:

*61*   
Acting Director of Special Activities

CONCUR:

*61*  *in draft*  
Acting Deputy Director for Science and Technology

SAS/OSA  (8 July 66)

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Attachment A

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QUESTION: What are the present CIA and SAC Programs utilizing the U-2 aircraft?

ANSWER:

1. CIA

a. Detachment G

(1) The detachment permanently located at Edwards Air Force Base, California, is required to maintain a dual staging capability to conduct covert reconnaissance missions worldwide.

(2) In addition to its primary mission, the detachment has the responsibility for the:

(a) Conduct of continuing development programs for new equipment.

(b) Development of air tactics.

(c) Training of new mission pilots,

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(3) All operational missions flown by Detachment G will launch/recover at an operating location other than Edwards AFB. The detachment maintains the capability to operate from U. S. Navy aircraft carriers.

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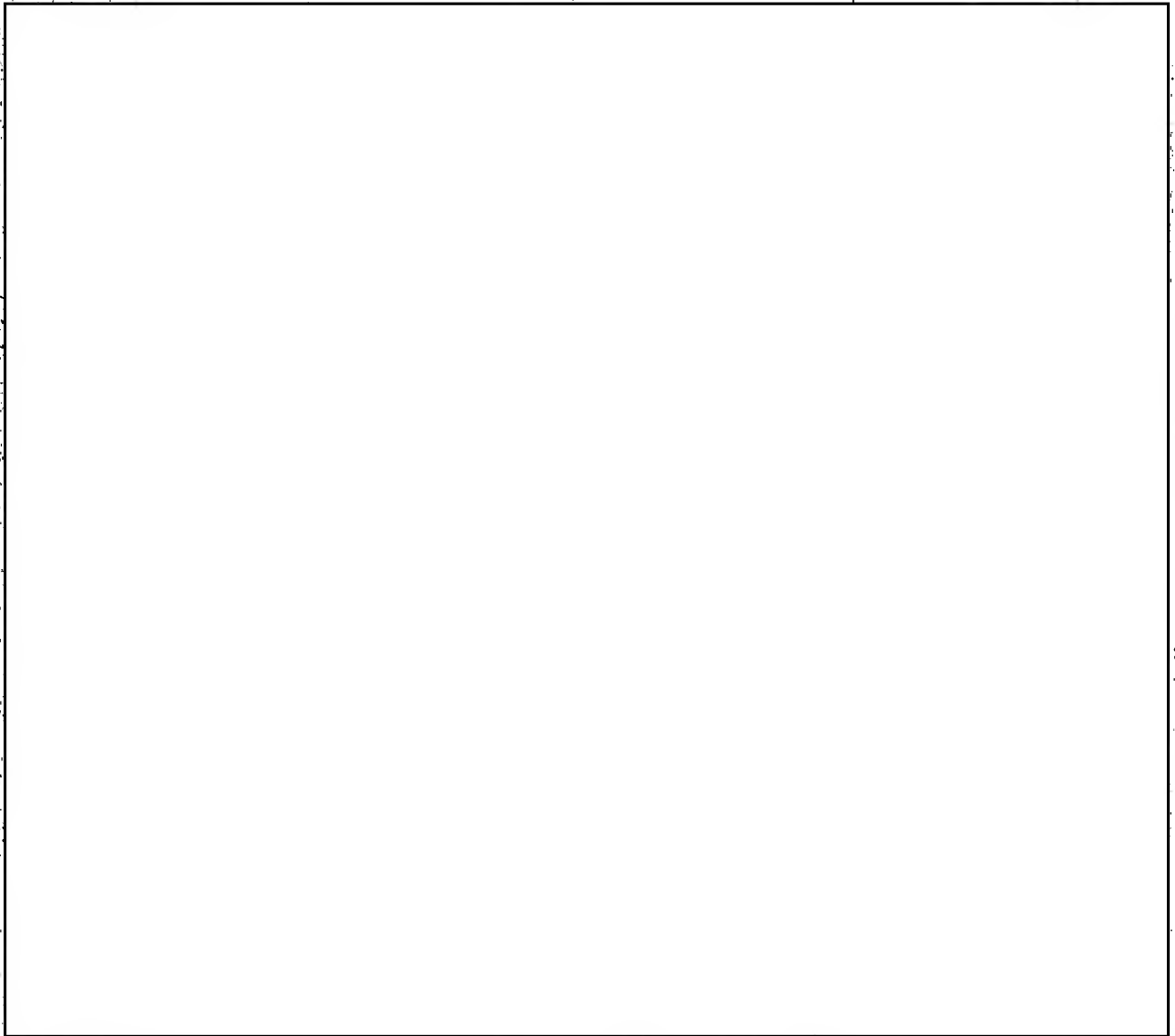
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Attachment A, Page 2

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2. Strategic Air Command

a. Davis-Monthan AFB, Arizona: SAC U-2 aircraft are assigned to the Strategic Reconnaissance Wing at Davis-Monthan.

This Wing provides personnel and materiel resources necessary

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Attachment A, Page 3

to conduct overt reconnaissance missions from other operating locations. At Davis-Monthan AFB, SAC maintains a proficiency flying program and is responsible for the transition training of SAC U-2 mission pilots.

b. Barksdale AFB, Louisiana: This detachment is responsible for conducting overt reconnaissance missions over Cuba.

c. [REDACTED] This detachment is responsible for conducting overt reconnaissance missions in Southeast Asia.

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[Redacted]

[Redacted]

Attachment B

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QUESTION: What is the present inventory of U-2 aircraft?

ANSWER:

1. CIA

[Redacted]

Edwards

Lockheed

2. SAC

Barksdale

[Redacted]

Davis-Monthan

Lockheed

[Redacted]

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Attachment F

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QUESTION: Can present U-2 assets be combined into one pool?

ANSWER:

1. While it might be physically possible to combine Agency and SAC aircraft, personnel and other equipment at Davis-Monthan AFB, such pooling would pose the following problems:
  - a. Command and Control - Agency and SAC have two separate and distinct systems of command and control. Efficient operation will not permit two systems.
  - b. Because of different missions (overt vs covert) the aircraft would not be of similar configuration with the resulting problems of dual maintenance, supply, lack of interchangeability, etc.
  - c. Research and Development - The bulk of present U-2 research and development is done in the Agency QRC manner. This is completely different from present Air Force system.
  - d. Support Personnel - LAC technicians (civilian) required by the Agency are now permanently settled at the Edwards area. Movement of such personnel would pose a problem.
  - e. Pilots - Difference in compensation of Agency and USAF personnel stationed together may cause a morale problem for similar mission flying.

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f. Security:

(1) The security program for the present IDEALIST project consists of three primary responsibilities - physical, operational and personnel. We feel that physical security is the most compatible to the merging of assets since the military is believed capable of providing adequate protection of these assets by using guards and other physical protection methods.

(2) For over ten years the IDEALIST program has operated under a stringent personnel security system for all individuals connected with the program, i. e. U. S. Government and contractor representatives. The up-grading of the military U-2 program to meet our clearance and investigative standards would be impossible to accomplish within a reasonable period of time. To do otherwise would down-grade our project security so as to remove it from its present protective system.

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(3) Operational security presents another problem area should U-2 assets be merged. We differ from military U-2

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operations by use of special pilot recruiting and training techniques and the extraordinary protection afforded mission data, aircraft and personnel. The current military U-2 program is designed to provide tactical and strategic information of importance to the current combat situation. The degree of protection given military U-2 operations does not approach that which we provide for our reconnaissance capability.

2. Because of different configurations and different missions, the problem of priority assignment under a common pool poses a strong deterrent to combining these assets.

[REDACTED]

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4. From a purely operational standpoint there is no reason why SAC operations could not be extended into South China, Sino-Indian Border, Middle East, etc. However, the political problems associated with the use of military aircraft for covert overflight would vary in number and in degree, depending on the circumstances and the countries involved.

In virtually all instances these problems would be substantial.

5. Assuming that an operation of this character could be conducted as securely by military units operating under military cover as by the

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Attachment F, Page 4

Clandestine Service, and this is by no means certain, we are still faced with the problem of plausible denial of U. S. military responsibility in the event of a mishap or protest. If we conclude that the distinction between military and civilian control is irrelevant to the possibility of denial and therefore the vehicle is equally as useable for covert overflights by the regular military establishment as by CIA, then there is no problem.

6. Although this issue can be debated at great length, what is really important is the attitude of the political authorities of our Government. The decisive question is whether they still believe (rightly or wrongly) that the use of U-2 aircraft for overflights by the Clandestine Service will give rise to lesser risks of embarrassment or counteraction than their use by a military arm. This, traditionally, has been the attitude and policy and its reversal would have to stem from the highest political authority.

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Attachment G

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**QUESTION:** What is the present status of the U-2s assigned to the Air Force Systems Command?

**NOTE:** This question directed by NRO to AFRDR for an answer on the status of the four aircraft presently assigned AFSC.

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Attachment H

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U-2R PROGRAM

The NRO will answer this question themselves pertaining to the procurement schedule, costs, configuration, etc., based on information previously furnished the NRO by the Agency.

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Attachment I

QUESTION: What is the status of North Base - Edwards?

ANSWER:

1. There is not sufficient space at Edwards Air Force Base to handle present SAC and Agency U-2 aircraft stationed in the United States.

2. When the U-2R aircraft become available to the Agency, they will be phased through Edwards AFB for testing, retention at the Edwards Detachment [REDACTED] Based on the forecast U-2R production schedule, North Base at Edwards can handle this problem.

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3. Manpower at Edwards North Base with the advent of the U-2R will pose no major problem. Both Air Force and LAC personnel in place can make the transition to the new aircraft as the U-2R becomes available.

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Attachment J

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QUESTION: What is the Recommended Approach to the U-2 Program?

ANSWER:

1. Present Assets:

a. Recommend that [ ] U-2 aircraft be transferred as soon as possible to the Agency. This will bring the Agency to the recommended level [ ]

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b. Continue to modify SAC U-2 aircraft to the J-75 configuration.

2. U-2R

a. Assign [ ] U-2R aircraft to the Agency for flight test and training purposes.

b. Assign [ ] U-2R aircraft to the Agency replacing present assets.

c. As the Agency detachment becomes operationally ready in the U-2R aircraft, transfer present Agency U-2 aircraft to SAC.

d. As additional U-2R aircraft become available, assign them to SAC.

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Attachment J

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e. The above recommendations for assignment of U-2R aircraft is based on the following:

(1) Because of the overflight of denied territory requirement levied on the Agency, the more sophisticated aircraft should go first to the Agency.

(2) Because of the small numbers of aircraft initially involved, it is more economical to have a single unit (Agency) concerned with supply and maintenance of a new aircraft.

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